Now that the hunting season has drawn to a close, the fishing-rod will replace the shooting-iron for several months to come.

Unless some heavy rains arrive before April 1 the prospects for good angling look exceedingly bright.

In athletic circles everything is life. The clubs are getting ready for various kinds of summer sport, and the preparations that are being made are evidence of a lively season.

Coursing, handball, tennis, billiards, wrestling, rifle-shooting and rowing are lines of sport that will be well patronized this year.

FOOTBALL.

Contests for the Trophy Are Becoming Exciting.

The fine weather of the past few weeks has been propitious for outdoor sports, and the various football grounds have been crowded with the irrepressible and enthusiastic leather hunter.

The association footballers held out at their old stand at Central Park, the attraction being the scheduled game between the Rangers and the Granites for the Hilbert trophy.

Both teams showed greatly improved form on their previous efforts, and while the Granites came out on top by a score of four goals to two they had to work hard to maintain their lead.

The Junior Association championship is still undecided, as the California Juniors and American Violets again played a drawn game.

Both teams are about even in caliber and contain the pick of the Junior Association footballers, who have been developed this season under the experienced tuition of President Ferguson.

Matt Kerr is another enthusiastic gentleman who has done much to push the junior movement to a success, and has proved a capable lieutenant to Ferguson in his juvenile crusade.

The spirits of the junior brigade will be raised by the news that Secretary MacKillop of the league has received a challenge from a junior team in Oakland expressing a willingness to try conclusions with any San Francisco junior team.

The new junior Oakland combination is called the Spartan and is captained by Al Mackenzie of 617 Tenth street, Oakland, who writes that the age of no member of the team must exceed 18 years.

The California Juniors should prove a good match for the Spartans, and Captain Stanton has now a chance to uphold the honor of the San Francisco boys against the Oakland youths and show the new aspirants for football honors that young San Francisco is right in it when it comes to association football.

Association circles are greatly agitated at present over the status of Marsh, the ex-captain of the Portland team.

It is a recognized rule in association football communities that no player can participate with two different teams in a cup tie competition.

Marsh played for the Granites against the Thistles on February 5, and again on February 19 appeared in the Thistle team against the Oaklands.

At the last meeting of the league Oakland protested against Marsh playing in the Thistle team, and after a very excitable and acrimonious debate the Thistle team lost the two points which they won by defeating the Oakland boys for the Hilbert trophy.

The discussion over the head of this player has been intensified by the Thistle team again playing Marsh on Washington's birthday against the Wanderers, but in this game the Thistles were defeated and the Wanderers gained two points in the competition for the Hilbert trophy.

An effort is being made to review this game and make the Wanderers' team suffer for a technical breach of competition rules committed by the Thistle team.

The next meeting of the league will certainly be a stormy one, but if some of the delegates will avoid chicanery and approach the question in a fair-minded spirit it should prove easy of settlement.

A special meeting of the league will be called for Friday, March 10, to dispose of the "Marsh" controversy, and the association solons will have opportunity then to display their ability in settling this "Vexata quæstio."

The March schedule of games for the Hilbert trophy will bring the Oakland and Wanderers teams together at Central Park to-day.

This should prove a good game, and as it is nearly six weeks since both teams faced each other, when the Wanderers won by 2 goals to 0, great interest is felt as to what showing the Oaklands will make against the Wanderers, who have made great strides at the same since the last contest and are now practically the champions by having defeated the Thistles.

It will be a hard-contested game from beginning to end, with the chances favoring a victory for the Wanderers.

The Granites and Rangers teams will visit Oakland to play off their schedule game for the Hilbert trophy, and this will afford the Rangers an opportunity to avenge the defeat of last Sunday.

The proposition of sending the Thistles and Wanderers teams to San Jose is now being discussed by these clubs, and arrangements will shortly be made for carrying the project to a successful conclusion.

J. W. Longbottom.

This cut represents J. W. Longbottom, the clever forward of the Pacific Wanderers Association team. Mr. Longbottom, though born in Liverpool, England, was educated at St. Vincent's College, Dublin, Ireland, and while connected with that seat of learning played for three years in the forward division of the college association team. Returning to England Mr. Longbottom joined the famous "Bootle Hins," an association team who competed for the Lancashire cup, and in this contest the subject of our sketch distinguished himself by his dashing play. Mr. Longbottom was in the Wanderers team that defeated the Thistle combination on Washington's birthday, and has earned the approbation of all association players by the hard work he always puts up for his team.

THE OARSMEN.

The Pacific Coast Association Is Looming Up.

The Pacific Coast Rowing Association is evidently composed of an enterprising and active body.

As previously stated in THE CALL it is only heard of once a year, and that is when the citizens of this city contribute a few hundred dollars to the association to be rowed for.

"Enterprise! Why, my dear fellow, we are the most enterprising lot of old men in America to-day, and if you doubt it come and have a look at our magnificent boats. There's not a blemish on them, and why should there be; they are dipped only once a year and that is when we celebrate."

The above remark was made in the presence of a reporter recently by a member of the great Pacific Coast Rowing Association who seemed pleased to state how aquatic sport was progressing in the Great West.

It was learned a few days ago that the people of Baden offered the association inducements to hold a series of races in the vicinity of the new burg.

The news almost paralyzed the officers of the association when it was read by the secretary.

The idea of a town the size of Baden having offered money prizes for a series of boat-races was too much of a good thing and naturally surprised the local oarsmen, who have been fondly looking forward to July 4.

In case the association and the aquatic committee at Baden should agree upon terms, what close contests there will be witnessed among the ancient scullers who still cling to their cobwebbed oars.

As it is safe to predict that none of the boat crews will have an advantage as regards training and condition, the contests should consequently be close. It is hoped, however, that the courses will be short, otherwise the spectators would naturally feel disappointed at not seeing a finish.

The professional oarsmen of the East are playing neck-a-boo with each other. Hanlan appears to be the leading clown, and his funnyisms are undoubtedly appreciated by Eastern sporting men.

The ex-champion is now making matches with everybody, and according to the many alleged deposits he has put up since O'Connor's demise, he must have some good friends somewhere.

Hanlan, a few weeks ago, first started out by arranging a match with Bubear. Finding eventually that rowing was not appreciated in England, he dropped the English champion and signed an agreement to row Gaudaur. Now the artful Edward has turned over a new leaf, as the following letter from New York, dated February 24, will show.

The letter reads: "A race was arranged this afternoon between Edward Hanlan of Toronto and Wallace Ross of this city. The men and their representatives met here by appointment. Articles were signed wherebyRoss and Hanlan agreed to row for the Fox challenge challenge cup and a purse of $1000 offered by the donor of the cup. The distance is to be five miles with a turn, the race to be for the five-mile single-scull championship of America, to be rowed on Tuesday, May 30, 1893, at a place to be mutually agreed upon. The trophy shall be the property of the winner with the purse of $1000, and the winner of the cup must be prepared to defend the cup against all challenges according to the rules governing the same."

A special from London, England, says: "As all efforts have failed to bring Bubear and Hanlan together in a match on the Thames, Bubear is preparing to go to American. He will endeavor to take a four-oared crew to row at the Chicago regatta. His team will be made up of Billy East, the ex-champion, Billy Bakky, Billy Haines and himself, while Sydney Wingale will probably go as extraman."

The Oxford and Cambridge crews are training hard for their next race. Cambridge will have a slight advantage in weight.

An Eastern exchange says: While the resignation of General Charles J. Paine from the America's cup committee will be a great loss to that body, the act will merely extend his operations in the Dunraven race to a wider and more active field, the general concluding, like Mr. Archibald Rogers, that the builder of the trial cup defender should retire from the America's cup committee. Mr. J. Frederick Tams was elected to fill the vacancy, Commodore James D. Smith being chosen as chairman of the committee.

THE GUN.

Meeting of the Sportsmen's Association.

As the hunting season is over the only matter of importance to sportsmen is in regard to the Emeric game bill which received a heavy setback in the Senate a few days ago.

If the bill was so arranged as to meet the wishes of sportsmen in general it would shoot through both houses without opposition.

There are some very good measures in the bill, which if they should become a law would prove of value to the sportsmen of the State.

The originator of the bill, however, overstepped the grounds of jurisprudence in some things and evidently forgot in the excitement of the moments of writing that he was a resident of the Pacific Coast, where laws of a class nature are yet too early for successful introduction in "the wild and woolly west."

As previously stated in THE CALL, this country—the Pacific Slope—is amply large enough to permit all men who love to shoot the enjoyment of a sport that is denied the men of limited means and station in foreign lands.

No matter how large the country game needs protection, and to that end and purpose money and men are the necessary requirements.

Without a substantial appropriation the officers who are appointed to look after the interests of game and fish are powerless to do any good.

The laws as they now stand are good enough if enforced, and it is to be hoped that the objectionable features of the Emeric bill will receive a well-merited shot from the Senators, which will cripple all future attempts at their introduction in this State.

On Tuesday evening the committee appointed by the Sportsmen's Protective Association to look after its interests at Sacramento will present its report at the monthly meeting of the club, which will take place at Knights of the Red Branch Hall, Mason and O'Farrell streets. All sportsmen interested in the chase are invited to attend.

COURSING.

Getting Ready for St. Patrick's Day's Racing.

Any sportsman who has a love for field sports and who has never witnessed a coursing match should attend the big meeting of the Pacific Coursing Club, which will be held at Ocean View Park on the 17th inst.

For weeks the club members have been training their dogs for the great meeting, and unless the hares which the manager of the park had forwarded to him a few weeks ago from Tipton, Merced County, are runners of great form the dashes will be short and spirited.

As a precaution against the possibility of sprint racing the keepers of the park have given the invaders free scope of the running sward, and as a result the hares have become accustomed to the ground and will be equal to the occasion when they are called upon to stretch themselves on St. Patrick's day before the well-conditioned dogs of the Pacific Coursing Club.

For some weeks past the manager of the park had to introduce what is termed the stuffed or artificial hare, which afforded some amusement to the owners of young dogs.

Owing to the heavy rains which flooded the interior country, and especially the plains in the vicinity of where the hares are trapped, it was impossible to ship the game to this city, and as a consequence the lovers of coursing had to rely upon the artificial "jack" to furnish them with amusement.

Now that the hares of Tulthum can be shipped from the country and will arrive in good condition at the Ocean View preserve the patrons of the leash will have no reason to grumble in the future, as all the hares needed for running purposes can be supplied on short notice.

This afternoon the club will hold a meeting preparatory to the big event on the 17th inst., and any sportsman who takes pleasure in witnessing a good horserace should journey to Ocean View and compare notes. He will realize that if there is a pastime to be compared with the grand sport of the turf it is that which is to be witnessed on the coursing field.

HANDBALL.

Clubs That Are Arranging for Match Contests.

Now that the boxing tournament or match contests of the Olympic Club are over, interest will be centered in the wrestling matches, gymnastic exercises and handball games that will take place in the near future.

The athletic committee of the club has decided to promote the grand athletic sport of handball, and some handsome prizes will be given for a series of match contests between the handball players of the Olympic Club and the Reliance and Acme clubs of Oakland.

The Reliance Club has just concluded a very successful tournament and the directors are very anxious to put some of their crack players against the strongest opposition the Olympic Club can bring forward.

The Olympic players should certainly be qualified to give the Reliance players cards and spades and a beating, but the boys from over the bay think differently. However, the only way to determine which club can produce the best players is by the consummation of a series of matches.

The great interest that has recently been manifested in professional handball has astonished the old habitues of the Howard-street ball courts, who have been accustomed to seeing only a few hundred people congregate on Sunday afternoons to witness the games got up by individual players.

The inauguration of tournaments has aroused a very spirited interest in the sport, which is unquestionably superior, from an athletic point of view, to all other indoor or outdoor sports. Phil Ryan, the popular promoter of the pastime, has done considerable to advance the sport and place it on an equal footing with other athletic pastimes that are now attracting considerable attention in San Francisco, Oakland and Sacramento.

The tournament which will be held in a few weeks will be a feature worth going a long distance to witness, as players from various parts of the State have signified their intention by letter to participate. The handsome silver cups which will be contested for have been made specially for this tournament, and there is no doubt but that the competition for them will be particularly interesting.

LOST MINE FOUND.

Worked by the Padres in Ages Agone.

Remarkable Find of a Prospector in the Santa Lucia Mountains, in San Luis Obispo.

San Luis Obispo Tribune.

There is no old mission but in its vicinity there is a lost mine. The old fathers brought with them from Spain a keen appreciation of mineral wealth, and having an unlimited supply of cheap labor and a keen nose for mineral deposits, they rarely failed to find a mine of some kind and to work it successfully.

The mission of San Miguel was no exception. It was a rich mission in the old times, one of the richest in the territory. It numbered its possessions in cattle and sheep by the thousands and its Indians by the tens of thousands. Among the soldiers and followers that came from old Spain there were plenty who knew a silver vein when they saw it and were not unfamiliar with ways to profitably work it, and it has been a matter of common knowledge to the successive priests who for generations have run the old mission that there had been successfully worked in the Santa Lucia Mountains a silver mine. There were even preserved seven small bars of silver in the treasure-boxes of the mission, and there were records carefully hidden away that told of the expenditures and how a dollar a day was spent on the laborers who worked in the mine. The mine has been lost, for some reason, either of war with the Indians or epidemic of some kind it had been ordered that the mine should be closed down and abandoned and all tokens of it obliterated as far as possible.

So when about five months since Mr. T. B. Gamble, an old resident of the county in the course of his prospecting for mineral wealth of some kind, stumbled on veritable workings that evidently antedated any American occupation of the country, and went to the good priest for advice and information, the old padre had little hesitation in assuring him that what he had found could be nothing else than the long lost mine of the old fathers.

The mine is situated about four miles northwest of Bean's, which is a point half a mile east of the opening of the first of the tunnels of the new Southern Pacific Railroad work that is to close the "gap." Half a mile from Bean's the old trail becomes dimly visible. Certainly it is forty years since it has been traveled, for there are residents hereabouts who have known the country in that neighborhood for that length of time, and who never heard of the trail or mine. It is a rough country and the trail is a rough one and always was. Now, trees have grown up on it a foot thick.

At the mouth of the old mine, under the dirt and debris of a half century may be discovered a dump, that seems to contain thousands of tons of rock. A beautiful stream of living water rushes down the mountain in close proximity, and near it is an old arastra most carefully made of granite by some people who by the skill of an expert stonemason. There is the great circular stone that used to be dragged around in the bed of the arastra, but all the woodwork has since rotted away. There are two small va-as, or Mexican furnaces, in which, doubtless, the bars of silver that the old priest displays at San Miguel were made.

The mouth of the mine is caved in, and it would appear intentionally, because timbered with logs of cedar a foot thick that would have kept the tunnel intact for many generations yet. Climbing up the mountain side to a point about eighty feet beyond the mouth of the mine there is an airshaft. Once there was a ladder in it. The remains are still there. Dropping down in this to the tunnel, it is found to be about ten feet high and six feet wide. For about 200 feet it is timbered with heavy tree trunks, still in good preservation. There is a crosscut which is directly on the ledge, and runs due northwest and southeast.

Going southeast perhaps 100 feet the vein appears to have petered, but going northwest it runs about 200 feet and stops at a slope in good ore. There is still another tunnel leading easterly from the crosscut for about 200 feet, which appears to have followed a tributary vein and which also stops at a stope of good ore. The vein in both ends is about 4 feet wide between well-defined hanging and foot walls; the ore is a sulphuret of silver carrying gold and from the assays of Selby and of Price is very rich. As we are informed the samples sent up run from $200 to $1000 in silver and $25 in gold.

A mining district has been formed called the Alta district, the mine being named the Alta. Several others have already been located and the whole mountain will doubtless be taken up.

The Queen's Dog.

Forget Me Not.

In the early part of the year 1865, while the Second Regiment of Life Guards was quartered in the cavalry barracks at Spital, near Windsor, an order was given for the destruction of all dogs in the barracks. On the morning of the day on which the canine friends of the troops were to be destroyed, her Majesty the Queen made an inspection of the Windsor garrison, and while passing through the quarters of the Second Life Guards, accompanied by the colonel of the regiment, was much attracted by the appearance of a small but very pretty terrier dog named Dick, belonging to Corporal Woodhouse, one of the bandsmen. The Queen paused, caressed the little dog and spoke to it. This saved its life, for the colonel gave orders that Dick should be allowed to live, while the rest of the dogs were killed in accordance with the edict that had gone forth. Dick for many years after was the favorite of the regiment and was honored with a collar decorated with the regimental buttons, and on the plate of which were some lines narrating how the animal's life was saved.

The Culture of Roses.

St. Louis Globe-Democrat.

"Let me give you a little information that may be useful to you this spring," said J. M. Harrison of Tallahassee, Fla., at the Lindell yesterday. "I have at my home in Florida ten acres of ground devoted entirely to roses. I love them and grow them to look at. I find there are very few people who know how to prune roses. It is better to prune them now than to wait for spring, for the simple reason that there is a great deal of evaporation during frosty weather from the unripe wood. Then prune them again just before your bushes bud, as you will find some portions have been injured during the winter despite the most careful precautions. Cut out the thin and weak wood in order to give more strength to the rest. Different classes of roses require different pruning. The young, vigorous wood may be severely pruned, but the bushes that bud from old wood should be permitted to retain their prominences. Noisette roses, for instance, may be severely pruned, while the hybrids need to be pruned long, as the flowers are produced on short branches."

ALWAYS THUS.

Pilot Knob, Mo.

Suffered 20 Years. Mr. Henry P. Travers, formerly of this place, suffered with chronic rheumatism for 20 years, and was treated at times by several doctors.

ST. JACOBS OIL cured him. No return of pain in 3 years. G. A. Farrar.

No Return 3 Years.

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RAILROAD TRAVEL.

SOUTHERN PACIFIC COMPANY
(PACIFIC SYSTEM).

Trains Leave and are Due to Arrive at SAN FRANCISCO.

LEAVE— FROM FEB. 8, 1892	ARRIVE
7:00a Benicia, Rumsey, Sacramento	7:15P
7:30a Haywards, Niles and San Jose	*12:15P
" Niles and San Jose	11:15P
7:30a Martinez, San Ramon, Calistoga	8:15P
*7:30a El Verano and Santa Rosa	*6:15P
8:00a Sacramento & Redding, via Davis	7:15P
8:00a Atlantic Express for Ogden and East	9:45P
8:30a Niles, San Jose, Stockton, Ione, Sacramento, Marysville, Red Bluff and Oroville	4:45P
9:00a New Orleans Express, Los Angeles, Deming, El Paso, New Orleans and East	8:45P
*9:00a Stockton and Milton	*3:45P
12:00M Haywards, Niles and Livermore	7:15P
*1:00P Sacramento River Steamers	*9:00P
1:30P Vallejo and Martinez	12:15P
3:00P Haywards, Niles and San Jose	9:45A
4:00P Martinez, Stockton, Merced and Fresno	12:15P
4:00P Martinez, San Ramon, Vallejo, Calistoga, El Verano and Santa Rosa	9:45A
4:00P Benicia, and Sacramento	10:15A
4:00P Woodland and Oroville	10:15A
4:00P Vacaville	10:15A
*4:30P Niles and Livermore	*8:45A
5:00P European Mail, Ogden and East	10:45A
5:30P Los Angeles Express, Fresno, Bakersfield, Santa Barbara and Los Angeles	9:15A
5:30P Santa Fe Route, Atlantic Express for the East and East	9:15A
6:00P Haywards, Niles and San Jose	7:45A
17:00P Vallejo	18:45P
7:00P Oregon Express, Sacramento, Marysville, Redding, Portland, Puget Sound and East	8:15A
SANTA CRUZ DIVISION.	
†11:45P Hunters' and Theater Train for Newark, San Jose, Los Gatos	18:05P
8:15A Newark, Centerville, San Jose, Los Gatos and Wrights	6:20P
4:15P Centerville, San Jose, Los Gatos	9:50A
COAST DIV. S'N—Third and Townsend Sts.	
7:00A San Jose, Almaden and Way Stations	2:38P
8:15A San Jose, Gilroy, Tres Pinos, Pajaro, Santa Cruz, Monterey, Pacific Grove, Salinas, San Miguel, Paso Robles and Santa Margarita (San Luis Obispo) and Principal Way Stations	6:18P
10:40A San Jose and Way Stations	5:10P
12:05P Cemetery, Palo Alto and Way Stations	3:30P
*2:30P San Jose, Gilroy, Tres Pinos, Santa Cruz, Salinas, Monterey, Pacific Grove and Principal Way Stations	*10:40A
*3:30P San Jose and Principal Way Stations	*9:47A
*4:30P Palo Alto and Way Stations	*8:08A
5:15P San Jose and Way Stations	8:48A
11:30P Palo Alto and Way Stations	6:35A
†11:45P Palo Alto and Principal Way Stations	17:30P

A for Morning. P for Afternoon.
*Sundays excepted. †Saturdays only.
‡Sundays only.

N. P. COAST R. R.
....VIA....
SAUSALITO FERRY.

TIME TABLE.

Commencing Wednesday, Feb. 1, 1893, and until further notice, boats and trains will run as follows:

From SAN FRANCISCO for SAUSALITO, ROSS VALLEY and SAN RAFAEL (week days)—7:30, 9:00, 11:00 A. M.; 1:45, 3:25, 5:00, 6:15 P. M. (Sundays)—8:00, 10:00, 11:30 A. M.; 1:00, 3:00, 5:00, 6:30 P. M.

From SAN FRANCISCO for MILL VALLEY (week days)—7:30, 9:00, 11:00 A. M.; 8:25, 5:00, 6:15 P. M. (Sundays)—8:00, 10:00, 11:30 A. M.; 1:00, 3:00, 5:00 P. M. Extra trip on Saturdays at 1:45 P. M.

From SAN RAFAEL for SAN FRANCISCO (week days—6:20, 7:45, 9:15, 11:05 A. M.; 1:5, 3:25, 5:00 P. M. (Sundays)—8:00, 9:50 A. M.; 12:00 M.; 1:00, 3:30, 5:00 P. M. Extra trip on Saturdays at 6:30 P. M. Fare 50 cents, round trip.

From MILL VALLEY for SAN FRANCISCO (week days)—6:30, 7:58, 9:10, 11:10 A. M.; 3:05, 5:05 P. M. (Sundays)—8:05, 10:10, 11:40 A. M.; 1:5, 3:55, 5:15 P. M. Fare, 40 cents, round trip.

From SAUSALITO for SAN FRANCISCO (week days)—5:55, 8:15, 9:55, 11:45 A. M.; 2:25, 4:05, 5:40 P. M. (Sundays)—8:45, 10:40 A. M.; 12:45, 2:35, 4:15, 5:45 P. M. Extra trip on Saturdays at 7:10 P. M. Fare 25 cents, round trip.

Leave San Francisco.	Through Trains.	Arrive San Francisco.
7:30 A. M. (Week Days.) 1:45 P. M. (Sundays.)	Camp Taylor, Tocaloma, Point Reyes, Tomales and way stations.	10:25 A. M. Monday. 12:15 P. M. Week-days. 6:10 P. M. Daily.
7:30 A. M. (Week days.) 1:45 Saturdays.	Hovards, Duncans Mills, Cazadero and way stations.	10:25 Mondays. 6:10 P. M. (Week days.)

Thirty-day Excursion—Round Trip, 25 per cent reduction.

Friday to Monday Excursion—Round-trip Tickets: Tocaloma and Point Reyes, $1 25; Tomales, $2 00; Duncans, $2 50; Cazadero, $3 00.

Sunday Excursion—Round-trip Tickets: Point Reyes, $1 00; and Tomales, $1 50.

THROUGH STAGE CONNECTIONS DAILY (Sundays excepted) for Cazadero with morning train from San Francisco to and from Duncans Mills; for Point Arena, Cuffeys Cove, Navarro, Mendocino City, Fort Bragg and all points on the North Coast.

F. K. LATHAM, Gen'l Pass. & Tkt. Agt.

General Offices, 14 Sansome Street.

SAN FRANCISCO AND N. P. RAILWAY.
"The Donahue Broad-Gauge Route."

COMMENCING SUNDAY, NOV. 20, 1892, and until further notice, trains will leave and arrive at the S. F. & S. Francisco Passenger Depot, Market-street wharf, as follows:

From San Francisco for Point Tiburon, Belvedere and San Rafael.

WEEK DAYS—7:40, 9:20, 11:40 A. M.; 3:30, 5:05, 6:20 P. M. SATURDAYS ONLY—An extra trip at 1:50 P. M.

SUNDAYS—8:00, 9:30, 11:00 A. M.; 1:30, 3:30, 5:00, 6:20 P. M.

From San Rafael for San Francisco.

WEEK DAYS—6:25, 7:55, 9:30 A. M.; 12:45, 3:40, 5:05 P. M. SATURDAY ONLY—An extra trip at 5:30 P. M.

SUNDAYS—8:10, 9:40, 11:20 A. M.; 1:40, 3:40, 5:00, 6:25 P. M.

From Point Tiburon to San Francisco.

WEEK DAYS—6:50, 8:20, 9:55 A. M.; 1:10, 4:05, 5:35 P. M. SATURDAYS ONLY—An extra trip at 1:05 P. M.

SUNDAYS—8:40, 10:05, 11:35 A. M.; 2:05, 4:05, 5:30, 6:55 P. M.

Leave San Francisco. WEEK DAYS.	SUN-DAYS.	Destination.	Arrive San Francisco. SUN-DAYS.	WEEK DAYS.
7:40 AM	8:00 AM	Petaluma and Santa Rosa.	10:40 AM	8:50 AM
3:30 PM	9:30 AM		6:05 PM	10:30 AM
5:05 PM	5:00 PM		7:30 PM	6:10 PM
7:40 AM	8:00 AM	Fulton, Windsor, Healdsburg, Lytton Springs, Cloverdale and Way Stations.	7:30 PM	10:30 AM 6:10 PM
7:40 AM	8:00 AM	Hopland and Ukiah.	7:30 PM	6:10 PM
7:40 AM	8:00 AM	Guerneville.	7:30 PM	10:30 AM
3:30 PM	5:00 PM			6:10 PM
7:40 AM	8:00 AM	Sonoma and Glen Ellen.	10:40 AM	8:50 AM
5:05 PM	5:00 PM		6:05 PM	6:10 PM
7:40 AM	8:00 AM	Sebastopol.	10:40 AM	10:30 AM
3:30 PM	5:00 PM		6:05 PM	6:10 PM

Stages connect at Santa Rosa for Mark West Springs; at Geyserville for Skaggs' Springs, Stewarts Point, Gualala and Point Arena; at Cloverdale for the Geysers; at Pieta for Highland Springs, Keiseyville, Soda Bay, Lakeport and Bartlett Springs; at Lakeport and Upper Lake for Vichy Springs, Saratoga Springs, Blue Lakes, Witter Springs, Upper Lake, Lakeport, Willits, Calpella, Mendocino City, Fort Bragg, Westport, Usal, Hydesville and Eureka.

EXCURSION TICKETS from Saturdays to Mondays—To Petaluma, $1 50; to Santa Rosa, $2 25; to Healdsburg, $3; to Cloverdale, $4 50; to Ukiah, $5 70; to Upper Lake, $6 75; to Sebastopol, $2 70; to Guerneville, $3 75; to Sonoma, $1 50; to Glen Ellen, $1 80.

EXCURSION TICKETS, good for Sundays only, to Petaluma, $1; to Santa Rosa, $1 50; to Healdsburg, $2; to Cloverdale, $3; to Ukiah, $4 50; to Hopland, $4 80; to Sebastopol, $1 80; to Guerneville, $2 50; to Sonoma, $1; to Glen Ellen, $1 20.

H. C. WHITING, Gen. Manager. PETER J. McGLYNN, Gen. Pass. & Tkt Agt.

Ticket offices at ferry, 36 Montgomery st. and 2 New Montgomery st.

ATLANTIC AND PACIFIC RAILROAD.
SANTA FE ROUTE.

TRAINS LEAVE AND ARRIVE AT SAN FRANCISCO (Market-street Ferry):

LEAVE DAILY.	NOVEMBER 1, 1892.	ARRIVE DAILY.
5:30 P.	Fast Express via Mojave	9:15 A
9:00 A.	Atlantic Express via Los Angeles	8:45 P

Ticket Office—650 Market street, Chronicle Building.

W. A. MOSSEE, General Passenger Agent.

OCEAN STEAMSHIPS.

HAMBURG-AMERICAN PACKET CO.
SHORT ROUTE TO LONDON AND THE CONTINENT.

FOUR FAST TWIN-SCREW EXPRESS steamers, the largest and fastest of the German Marine, for Southampton, London and the Continent. Sailings begin March 30, and continue every 14 days, by this line for London transferred at Southampton, docks to the Hamburg-American Line's special train and forwarded to London (Waterloo station), time 2 hours. Through tickets to Europe.

Normannia.....March 30 | Aug. Victoria.....May 18
Columbia.....April 13 | Normannia.....May 25
Aug. Victoria.....April 20 | Fürst Bismarck.....June 1
Normannia.....April 27 | Columbia.....June 8
Fürst Bismarck.....May 4 | Aug. Victoria.....June 15
Columbia.....May 11 | Normannia.....June 22

REGULAR SERVICE.

Scandia.....March 2 | Russia.....March 16
Polynesia.....March 5 | California.....March 21
Rugia.....March 9 | Suevia.....March 23

A. W. MYER, Gen. Agent for Pacific Coast, 401 California st., cor. Sansome, San Francisco. fe27 eod tf

COMPAGNIE GENERALE TRANSATLANTIQUE
French Line to Havre.

COMPANY'S PIER (NEW), 42 NORTH River, foot of Morton st. Travelers by this line avoid both transit by English railways and the discomfort of crossing the channel in a small boat.

LA NORMANDIE, De Kersabiec.....Saturday, February 25th, 6:00 A. M.
LA GASCOGNE, Santelli.....Saturday, March 4th, 10:00 A. M.
LA BRETAGNE, Capt. Collet.....Saturday, March 11th, 3:00 P. M.
LA BOURGOGNE, Capt. Lebouef.....Saturday, March 18, 10:00 A. M.

For further particulars apply to A. FORGET, General Agent.
No. 3 Bowling Green, New York.
J. F. FUGAZI & CO., Agents, 5 Montgomery ave., San Francisco.
Branch office, 19 Montgomery street. au31 tf

WHITE STAR LINE.
United States and Royal Mail Steamers BETWEEN New York, Queenstown & Liverpool, SAILING EVERY WEEK.

CABIN $60 AND UPWARD. ACCORDING to steamer and accommodations selected; second cabin, $35; Majestic and Teutonic, $40 and $45. Steerage tickets from England, Ireland, Scotland, Sweden, Norway and Denmark, through to San Francisco at lowest rates. Tickets, sailing dates and cabin plans may be procured from Office of the company, 613 Market st., under Grand Hotel.

G. W. FLETCHER, Gen. Agt. for Pacific Coast. ap29 TuWeFrSu tf

OCEAN STEAMSHIPS.

PACIFIC MAIL STEAMSHIP CO.

THROUGH LINE TO NEW YORK, VIA PANAMA. Steamers will sail at noon on the 5th, 15th and 25th of each month, calling at various ports in Mexico and Central America.

Through line sailings—March 6, S. S. Colima; March 15, SS. City of Sydney; March 25, SS. Acapulco.

NOTE.—When the sailing day falls on Sunday steamer will be dispatched the following Monday.

WAY LINE TO MEXICAN AND CENTRAL AMERICAN PORTS AND PANAMA.

Steamers leave San Francisco at noon on the 3d and 18th of each month, calling at various Mexican and Central American ports.

Way Line Sailings—SS. San Blas, March 3; SS. Colon, March 18.

JAPAN AND CHINA LINE.

FOR YOKOHAMA AND HONGKONG, Connecting at Yokohama with steamers for Shanghai, and at Hongkong for East Indies, Straits, etc.

SS. Peru, Saturday, March 4, at 3 P. M.
SS. City of Rio de Janeiro, Thursday, March 23, at 3 P. M.
SS. City of Peking, Thursday, April 13, at 3 P. M.
SS. China, Tuesday, April 2, at 3 P. M.

Round-trip tickets to Yokohama and return at reduced rates.

For freight or passage apply at the office corner First and Brannan streets.

Branch Office—202 Front street.

ALEXANDER CENTER, General Agent.

PACIFIC COAST STEAMSHIP CO.

DISPATCH STEAMERS FROM SAN Francisco for ports in Alaska 9 A. M. January 27, February 10, 24, March 10, 24, April 16, 30.

For British Columbia and Puget Sound ports, every fourth day.

For Eureka, Humboldt Bay, Wednesdays, 9 A. M.

For Santa Ana, Los Angeles and all way ports, every fourth and fifth day, 8 A. M.

For San Diego, stopping only at Los Angeles, Santa Barbara and San Luis Obispo, every fourth and fifth day at 11 A. M.

For ports in Mexico, first of each month.

Ticket Office—Palace Hotel, 4 New Montgomery st.

GOODALL, PERKINS & CO., General Agents, 10 Market st., San Francisco. 1 tf

FOR PORTLAND & ASTORIA, OREGON.

THE UNION PACIFIC SYSTEM—North Pacific Division—and PACIFIC COAST STEAMSHIP COMPANY will dispatch from Spear-street wharf, at 10 A. M. for the above ports one of their A1 iron steamships, viz.:

STATE OF CALIFORNIA—Jan. 24, Feb. 5, 17, March 1, 13, 25, April 6, 18, 30.

COLUMBIA—Feb. 1, 13, 25, March 9, 21, April 2, 14, 26.

OREGON—Jan. 28, Feb. 9, 21, March 5, 17, 29, April 10, 22.

Connecting via Portland with the Union Pacific and other diverging lines for all points in Oregon, Washington, British Columbia, Alaska, Idaho, Montana, Dakota, Utah, Wyoming, Yellowstone Park and all points east and south and to Europe.

Fare to Portland—Cabin, $16; steerage, $8; round trip, cabin, $29.

Ticket offices—1 Montgomery street and Palace Hotel, 4 New Montgomery street.

Freight office, 200 Market street.

GOODALL, PERKINS & CO., Supt. Ocean Line, 10 Market street, San Francisco. 1 tf

ROYAL MAIL STEAM PACKET CO.

STEAMERS LEAVE ASPINWALL fortnightly for the West Indies and Southampton, calling en route at Cherbourg, France, and Plymouth to land passengers.

Through Bills of Lading in connection with the Pacific Mail S. S. Co., issued for freight and treasure to direct ports in England and Germany.

Through tickets from San Francisco to Plymouth, Cherbourg, Southampton: First-class, $105; third class, $97 50. For further particulars apply to

H. PARROTT & CO., Agents, 306 California st.

ASSESSMENT NOTICES.

ASSESSMENT NOTICE—CROWN POINT GOLD and Silver Mining Company. Location of principal place of business, San Francisco, Cal.; location of works, Gold Hill, Storey County, Nev.

Notice is hereby given that at a meeting of the board of directors, held on the 23rd day of February, 1893, an assessment (No. 60) of 25 cents per share was levied upon the capital stock of the corporation, payable immediately in United States gold coin to the secretary at the office of the company, room 35, third floor, Mills building, cor. Bush and Montgomery sts., San Francisco, Cal.

Any stock upon which this assessment shall remain unpaid on the 30th day of March, 1893, will be delinquent and advertised for sale at public auction, and unless payment is made before will be sold on THURSDAY, the 20th day of April, 1893, to pay the delinquent assessment, together with costs of advertising and expenses of sale. By order of the board of directors.

JAS. NEWLANDS, Secretary.
Office—Room 35, third floor, Mills building, cor. Bush and Montgomery sts., San Francisco, Cal. 24 td

ASSESSMENT NOTICE — BRUNSWICK CONSOLIDATED GOLD MINING COMPANY. Location of principal place of business, San Francisco, California; location of works, Grass Valley Mining District, Nevada County, Cal.

Notice is hereby given that at a meeting of the Board of Directors held on the 23d day of February, 1893, an assessment (No. 6) of two cents (2c) per share was levied upon the capital stock of the corporation, payable immediately in United States gold coin to the secretary at the office of the company, room 56, Nevada block, San Francisco, California, or to the transfer agent, The Nevada National Bank of San Francisco, 527 Broadway, New York City, State of New York, on or before the 21st day of March, 1893.

Any stock upon which this assessment shall remain unpaid in San Francisco on the 28th day of March, 1893, will be delinquent and advertised for sale at public auction, and unless payment is made before will be sold on SATURDAY, the 15th day of April, 1893, to pay the delinquent assessment together with costs of advertising and expenses of sale. By order of the Board of Directors.

J. STADTFELD JR., Secretary.
Office—Room 56, Nevada block. fe24 td

SILVER HILL MINING COMPANY—LOCATION of principal place of business, San Francisco, Cal.; location of works, Gold Hill, Storey County, Nev.

Notice is hereby given that at a meeting of the Board of Directors, held on the fourteenth (14th) day of February, 1893, an assessment (No. 32) of five (5) cents per share was levied upon the capital stock of the corporation, payable immediately in United States gold coin, to the secretary, at the office of the company, 309 Montgomery street, room 79, San Francisco, Cal.

Any stock upon which this assessment shall remain unpaid on the 14th day of March, 1893, will be delinquent and advertised for sale at public auction, and unless payment is made before will be sold on SATURDAY, the 31st day of March, 1893, to pay the delinquent assessment, together with the cost of advertising and expenses of